



**Next Meeting: Thursday July 16th, 2004 at 7:30 pm**  
This month's speaker is Captain Pat Davis from the Civil Air Patrol.  
He will be discussing *search and rescue* and *ELTs*

**EAA Chapter 113**  
Mark Freeland  
38352 Churchhill Lane  
Farmington Hills, MI 48331

# ***EAGLE'S*** July 2004 ***PROPWASH***



**CHAPTER 113**

## ***"The Backyard Eagles"***

Mettetal Airport (1D2), Canton, Michigan



Herman Cutshaw back in the Air! (Read the article in this months Propwash )

Our Web Site: [www.eaa113.org](http://www.eaa113.org)

**Meetings: 7:30 p.m.** the 3<sup>rd</sup> Thursday of each month at the  
***NEW EAA113 AVIATION EDUCATION CENTER!***

[EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

## Member Services

**President:** Dave Buck (734) 453-5375

**Vice President:** Don Ruff (734) 397-3649

**Secretary:** Bob Wagner (313) 274-8292

**Treasurer:** Grant Cook (734) 769-2432

### **Membership Committee:**

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**-Dues:** Grant Cook (734) 769-2432

### **Technical Advisors:**

Joe Hillebrand (480) 895-6314

Randy Hebron (734) 326-7659

Dave James (734) 721-4213

### **Flight Advisors:**

John Maxfield (248) 348-1417

Bob Wagner (313) 274-829

**Scholarships:** Howard Rundell (248) 344-1969

**Library:** Bob Paulson (313) 274-2853

### **Young Eagles:**

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

Evan Carew (248) 374 1170

**Bald Eagles:** Mark Freeland (248) 426-0799

**Refreshments:** Lynn Stone (734) 422-8172

**Newsletter:** Anthony Liberatore (734) 981-7109

### **Aviation Center Management Committee:**

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

### **Board of Directors:**

Al Bosonetto (734) 261-5518

David Forsman (734) 397-3452

John Maxfield (248) 348-1417

Pete Waters (248) 437-4244

Bill Brown (734) 420-2733

Dave James (734) 721-4213

Mike Scovel (313) 462-1176

Part Charles (734) 495-1878

## *Mission*

### *Statements*

## *Chapter*

*"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information as well as the interaction that leads to friendships that last a lifetime."*

## *Board*

*"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."*

## Calendar of Events

### Saturday Morning Breakfast

Every Saturday 8:30am at the Coney Island on Lilley Rd. across the street from Mettetal airport.

### Breakfast Fly-outs

Every Sunday from Mettetal airport. Arrive at destination by 9:30a.m.

### Dates to Remember

### VW Fly-in Gathering

July 17, 2004, Fulton County Airport, Wauseon Ohio. Identifier: USE. Morry Hummel's UltraCruiser, HummelBird, and UltraCruiser Plus will be onsite and flying weather permitting. Forums as well as Flying sessions will be held.

### Oshkosh "Airventure"

July 27<sup>th</sup> 2004 thru August 2<sup>nd</sup>, 2004. Wittman Field, Oshkosh WI. For more information go to [www.airadventure.org](http://www.airadventure.org)

### McKenzie's Corn Roast

Dave and Nancy McKenzie will be hosting at their Annual Corn Roast, which will be held at their airfield "McKenzie's Landing" in Howell Michigan on Saturday August 21<sup>st</sup>, 2004. Festivities will start at 1:00pm and as Dave would say "No Al-Key-ho!". Please bring a dish to pass, and Dave also recommends too bring your own liquid refreshments such as pop for the ice bucket. More information will be posted here in next month's issue of Propwash

## President's Podium



**Dave Buck (734) 453-5375**  
[dbuck19208@aol.com](mailto:dbuck19208@aol.com)

Thanks this month to John Maxfield and everyone who assisted with the successful Fathers Day Pancake Breakfast. Come to this months meeting for details. In addition, at the breakfast this years scholarship winners were presented with their checks. Congratulations to Christopher Muncy and Matthew Fifer.

The EAA113 yahoo group site now has thirty-one chapter members signed up. This is only about 30% of the membership. This is a great place to receive last minute notices via email and to check the calendar for events and times. If you have not signed up yet send John Maxfield an email ([Avee8r@wideopenwest.com](mailto:Avee8r@wideopenwest.com)) for instructions.

I have made arrangements for a CPR class to be held August 24<sup>th</sup> & 31<sup>st</sup> from 6:00 PM to 9:00 PM in the Aviation Center. You are required to attend both evenings and the cost is \$20 per person. There is only room for ten persons in the class and a signup sheet was passed around at the June meeting. If you would like to add your name to the list please contact me.

“A man cannot have too many airplanes.”  
Quote attributed to Dave McKenzie

Happy Landings,  
Dave

## Classifieds

### **Cessna 172**

1957 CESSNA 172 \$26,500 SEE PHOTO UNDER EAA 113 MEMBERS SECTION. Contact Don Moore at PH. 810-227-3070 or via E-MAIL [dmoore@seiberkeast.com](mailto:dmoore@seiberkeast.com)

### **Powered Parachute**

2001 Harmening High Flyer Executive, Two seater, 65HP two stoke, Fuel injected, Hirth Engine. Electric start, Three-blade propeller, 3 (**yes THREE**) hrs. Total Time: Airframe and Engine. Altimeter, CHT, EGT, Tiny Tach, Wheel pants, and Open Trailer contact **Jim Trick 248-543-8917**

### **Keleher Lark**

Steel tube fuselage, Wood wings 310 HRS TTAF 65 HP Continental engine, Metal prop, Canopy, Cabin heat No radio or electric system contact **John Maxfield at 248-348-1417**

Aerial Photography	Chadwick-Helmuth Dynamic Balancing
Sightseeing Rides	Maintenance & Component Overhaul
Banner Towing	Pre-Purchase Inspections
Flight Instruction	

**HELICOPTER SERVICES**



Dave James  
phone/fax: 734-721-4213  
email: [heliservice@netzero.net](mailto:heliservice@netzero.net)

P.O. BOX 1007  
Wayne, Michigan 48184

# SECRETARY'S Scribbles



Bob Wagner (313) 274-8292  
[wagner16@mindspring.com](mailto:wagner16@mindspring.com)

## CHAPTER 113 MEETING MINUTES

Meeting Date: June 17, 2004

Meeting Time: 7:30 PM

Number of Members Present: 31

Number of Guests: 2

Minutes of the Board of Director's meeting of June 10, 2004 were read. Frank Bitonti and Nick VanBuren are organizing a bus trip to the Air Force Museum on the last Saturday in August. Bus will be a 55 passenger. Cost will be approximately \$28/person. A sign up list was circulated. Space will be made available to the Ann Arbor EAA chapter if needed to fill the bus. President Dave has contacted the Canton Fire Department regarding a CPR class. Cost will be \$15/person and there will be 10/class. The first class will be scheduled near the end of August.

Dave James and Debbie Forsman reported on the Young Eagle's day held last Saturday. 57 Young Eagles were flown. Boy Scout leaders assisted in ground school classes. President Dave commented on the recently published list of teams for selection of guest speakers. Each team is responsible for finding a guest speaker or making a presentation on aviation related topic at the meeting designated. This system will begin with the August meeting.

President Dave is looking for a membership chairman to greet guests and follow up on those interested in joining the Chapter. He would also like to have someone to handle publicity. John Maxfield reported on preparations for the pancake breakfast. All tasks are progressing smoothly. Preparations scheduled for Saturday evening are changed to Saturday morning and early Sunday morning. Channel 7, Michigan Life Flight and U.S. Coast Guard helicopters will be on display.

## Guest Speakers:

Names: Interviewer, Pete Waters and Interviewee, Bob Wagner

Topic: Member History Series

Pete Waters is conducting a series of interviews of Chapter members to become more familiar with their backgrounds and how they became a member of our Chapter. Today's interviewee, your Secretary, became interested in aviation as a youth through rubber-band models and joined the U.S. Navy aviation program upon graduating from high school. He retired from the U.S. Navy Reserve after 23 years service. His civilian vocation was in mechanical engineering, however after retiring from the navy he missed flying. He read about the homebuilt movement and checked it out with a visit to Oshkosh. The rest is history.

Recorded by: R.C. Wagner, Secretary

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## YOUNG EAGLES UPDATE

Our most recent Young Eagles event went off without a hitch. We managed to mentor 60 boy scouts interested in aviation. This had to be the smoothest since I began assisting with the Young Eagles events. Between Debby's laptop & printer, and all the people who assisted on the ramp, all of the young eagles managed to fly in a timely manner with nary a complaint from parents or scouts.

In the future, we have decided that instead of scheduling an event in advance & advertising for it, we will be accepting requests from local organizations, such as the boy scouts, until we acquire a minimum number potential flying enthusiasts. After this minimum has been met, a date will be set and the participants notified. This new procedure should in turn allow us to better determine how many pilots and ground support volunteers we will require.

Many thanks to all that assisted in the most recent Young Eagles event.

Evan Carew.

## Careful what you wish for around here!

By Debbie Forsman

After just a few weeks of recuperating from major surgery, Herman Cutshaw was seen back around the Aviation Center offering his help at Young Eagles and the Pancake Breakfast. During this time, Herman was overheard saying, "I sure would like to fly again . . . just a few take off and landings, just to fly again." Well, with the help of a few sneaky Chapter members, Herman's wish came true. After Saturday breakfast, he went to the airport only to find waiting for him a CFI in a Cessna 152! Member, Jim King borrowed Dave James' airplane and took to the skies with Herman for over an hour. He did a terrific job even though he had not flown for 8 years and not in a 152 for over 15 years! (Oh, by the way it was also Herman's 56<sup>th</sup> wedding anniversary but his wife did not find out until later!) Thanks to Jim for volunteering his time and Dave for the use of his airplane. Perhaps other chapter members can remember to offer an extra seat to a member that has not had the opportunity to fly for sometime. Make their day!



## Congratulations Lou Lambert!

Lou Lambert has been selected a recipient of the **2004 Major Achievement award**. The award will be presented to Lou on **Wednesday, July 28<sup>th</sup> 2004 at Theater in the Woods on the EAA Airadventure Grounds**. Our sincere congratulations for this well deserved recognition.

## **From the Editor**

Like many of you I took a moment to walk around to say hello and to see how things were running the day of our pancake breakfast. As you may have observed as well, many folks were busy with their duties and things seemed to be running smoothly. Smoothly indeed, I was pleasantly surprised to find out the initial head count for the number of breakfast served was in the 950 range. That is incredible when you think that the lines did not look bad at all. What was the secret to this success? Well many hand make light work and thanks to all who volunteered.

With that said, there was a piece of hardware modified and put back in service may have been just the ticket. This hardware was one of the grills that we have been using for years. Dave Forsman, Dave James, and Lou Lambert, took the largest of the grills that we had and in true EAA form they modified it by cutting it half! This cut allowed the grill to be mounted on a smaller movable table as well as new burners that allowed precise control. It worked like a charm; the smile on Lou Lambert's face said it all. Hat's off to the Dave's and Lou for an ingenious piece of fabrication and showing us all another example of the EAA can do spirit.

Another example of the Can-Do spirit in Chapter 113 is the level of pledge donations that we have received in order to make our new facility a reality. Pete Waters inform us that many of the original pledges are now paid in full, with a small percentage still outstanding. In particular, the M.I.SS R/C Club, who used to meet at the old building, and just, sent in their last annual amount. They no longer meet at our building, as it was cold and expensive! They are the Michigan International Soaring Society, R/C sailplanes.

Best regards, Anthony J. Liberatore

## **Giftng for the Future ©**

### **This Month: Life Insurance Policies as a Charitable Vehicle ©**

**By Anthony J. Liberatore**

It is not unusual for folks to forget about important papers at home. It has happened that folks have forgotten about old Whole Life Insurance policies that they have and fully contributed too sitting in a drawer somewhere in the house. While policies such as this can provide a survivor with a nest egg for substance should they lose their beloved spouse, there is another unique use for such policies. This unique use is to use the policy with a charitable intent by making the Charity or Non-Profit the beneficiary of the policy.

There are a number of caveats that would make this use a good fit. One, the individual that would donate the policy to the charity of his or her choice would not have a need for the policy. A second reason for possible donation is to fulfill an estate planning need, i.e. to take the policy value out of an individual's estate, but this would apply primarily to high net worth individuals only. However, what also often goes unnoticed about an Insurance Policy is that it has two characteristics, one Beneficiary designation(s) and second Ownership of the policy. These two characteristics can be utilized to help facilitate the needs of the charitable minded and to potentially have a positive effect on one's estate planning. With these thoughts in mind, always touch base with your financial professional should a gifting concept such as this interest you.

This may be one of the more esoteric ways of all the methods of making charitable donations that we have discussed in this monthly column. Since there is not a central place to look up how many Halls of Faith or Non Profits have benefited from such donations, we will have to content knowing that many have. This is another testament to a giving people and a giving nation.

*Next Month: Charitable Annuities*

## Edge of the Envelope ©

### Is there a Spark Ignited Heavy Fuel Engine in your future? ©

By Anthony J. Liberatore

Imagine with today's fuel prices you are able to pull your aircraft up to the Jet A pump to save a little on your fuel bills. The concept is tantalizing, although I have been told it is nothing new. During WWII farmers used to switch over to kerosene after getting the engine on the tractor warmed up to help in the war effort. With a new war effort underway a new military requirement has emerged that is a technology driver. This requirement is that all GPU's, UAV's, etc, with a small engine must run on JP-5 by 2010. The reason is to eliminate the logistical problems of carrying different fuel types into a theatre.

This requirement is driving a number of manufacturers and entrepreneurs to use their creativity and come up solutions to fill this need. Some of the current entries with some unique solutions are Evan Guy Enterprises, Dan Gurney (of racing fame), Sonex Research, and Mercury Marine. While there are some true Diesels such as the Deltahawk that are trying to fit in and fill a given role as an UAV engine, the thrust of many of these innovators is to **modify existing engines** to run on "Heavy Fuels". With that said we might never see Gen Av applications for a long time if at all. In fact with today's emission regulations any application outside the military may not come to fruition. Nevertheless, the concept is so tantalizing we cannot help but dream of what an engine this would make for our aircraft.

What they have created with these Spark Ignited Heavy Fuel Engines is an engine that can burn a Diesel type fuel **without the high Diesel Compression Ratios and high engine weight required for Diesel robustness**. It gets even more enticing; many of the engines they are converting are 2 strokes, which are even lighter than the small Continentals and Lycomings we are accustomed too.

With that said, I would like to discuss 2 of the entrants and their interesting technological solutions. One of the entrants is a company out of Annapolis Maryland, Sonex Research Inc. Sonex's unique and

patented approach uses a patented design that can be applied to the cylinder head or the piston. This design is a center chamber that has a series of chambers around it; imagine a donut with a series of donuts arranged just outside the outer diameter. The outer chambers are connected to the center chamber via individual passageways. A current application of Sonex's technology in the field is a number of 2-Stroke 100cc powered UAV's converted to run on JP-5 for the U.S. Marines. Sonex has two variations of there technology in the R & D mode. With these variations, one is touted to make Diesels run cleaner and the second could allow the elimination of a spark source when Direct Fuel Injection is used while at the same time allow Heavy Fuel use. Note this is a small and relatively new firm and many of these projects still may need some maturation.

Another interesting entry in this arena is the "Optimax JP" Outboard Engine by Mercury Marine. Mercury Marine is developing an Outboard and a "Jet" (both in the 200+hp class) for Navy "Seal" use. This Optimax JP is a derivative of their successful Optimax Series of Outboard Motors, which range from 75 hp up to 250 hp, and are Direct Injected 2 Strokes. Direct Injection applied to a 2 stroke gives the 2-stroke engine inherently lightweight, with 4-stroke fuel consumption and emissions, as well as more robust lower end since the crank and rods are not subject to fuel dilution. These Direct Injected 2 stokes utilize Orbital Engine's Air Assisted Direct Injection Technology which atomizes the fuel droplets down to 8 microns, which is the industry benchmark. The flexibility of this system allowed Mercury Marine to convert the engine to Heavy Fuel while maintaining 95% part compatibility with their gas burning brethren.

As you can gather, what is going on in this arena is definitely on the cutting edge. However, we as aviators have always been on that edge when it comes to applying technologies. Perhaps a 2-stroke Direct Injected, Spark Ignited Heavy Fuel Engine with an excellent power to weight ratio and great fuel consumption specifics would drive a new generation of airframe designs. Not to mention it would be neat to taxi to the Jet A Fuel Pump and filler up.....



Sun and Fun 2004 Photos Courtesy of Bob Skingley